

# इंटरनेट

# मानक

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“The Right to Information, The Right to Live”

“पुराने को छोड़ नये के तरफ”

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IS 12426 (1988): Code of Practice for Wrapping and Packing of Bicycle Components and Spare Parts [TED 24: Transport Packages]



“ज्ञान से एक नये भारत का निर्माण”

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“ज्ञान एक ऐसा खजाना है जो कभी चुराया नहीं जा सकता है”

Bhartrhari—Nitiśatakam

“Knowledge is such a treasure which cannot be stolen”



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Indian Standard

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## CODE OF PRACTICE FOR WRAPPING AND PACKING OF BICYCLE COMPONENTS AND SPARE PARTS

**1. Scope** — Prescribes the code of practice for wrapping and packing of bicycle components and parts for inland transport.

**2. Terminology** — For the purpose of this standard, the definitions given in IS : 4261-1967 'Glossary of terms relating to paper and pulp based packaging materials' and IS : 6703-1972 'Glossary of wooden packaging terms', shall apply.

### 3. Method of Wrapping and Packing

**3.1** For inland transport, the components are individually wrapped as given under **3.2** and sent loose in trucks.

**3.2** Individual components shall be wrapped or packed as under:

Sl No.	Components	Method of Packing ( Wrapping )
i)	Frame	To be wrapped in B ( narrow ) flute corrugated paper of 60 gsm with 3 bands of gum tape on each tube.
ii)	Fork	The legs to be covered with corrugated rolls with 3 bands of gum tape on each leg and the leg covered with corrugated rolls with double bands of gum tape to avoid scratches. The top threaded portion of the fork column should be fitted with screwed race and covered with a corrugated sheet fixed with a rubber band.
iii)	Mudguards ( front and rear )	To be wrapped in 48 gsm kraft paper of HDPE/HMHD/LLDPE envelopes. The white tail-end should be further covered with crepe paper and fixed with a rubber band.
iv)	Bright colour frames, forks and mudguards	To be skin wrapped with 200 G LDPE sheet or equivalent and further wrapped in B ( narrow ) flute corrugated paper as in the case of standard black frame.
v)	Handles	To be completely wrapped in kraft paper and each end fixed with gum.
vi)	Pedals	To be wrapped in 48 gsm kraft paper. Alternatively, each pedal pair to be packed in 400 G LDPE or equivalent bags.
vii)	Chain wheels and cranks	To be wrapped in double layer 60 gsm kraft paper with bitumen layer or alternatively in 500 G LDPE or equivalent bags.
viii)	Saddles ( various types and designs with leather cover/top )	To be wrapped in 48 gsm kraft paper or 400 G LDPE or equivalent bags.
ix)	Brakes	Front and rear brake sets along with clips and shoes to be packed in a carton or 300 G LDPE or equivalent bags and the rod assembly sent in bundles.
x)	Hubs ( front and rear )	Each hub to be wrapped in 48 gsm kraft paper or packed in 400 G LDPE or equivalent bags.
xi)	Bottom bracket axle	To be wrapped in kraft paper and sent in gunny bags.
xii)	Stands and carriers	To be wrapped in kraft paper envelopes.
xiii)	Rims and tyres	No wrapping is generally required.

Adopted 13 June 1988

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<i>Sl No.</i>	<i>Components</i>	<i>Method of Packing ( Wrapping )</i>
xiv)	Chain cover	To be wrapped in 48 gsm kraft paper envelope.
xv)	Spokes, nipples and washers	To be wrapped in non-absorbent greased paper and then securely packed in strong paperboard carton. Different sizes to be packed in different cartons. Alternatively, spokes may also be wrapped in 200 G LDPE or equivalent and tied at both ends. Nipples and washers shall be packed in 200 to 300 G LDPE or equivalent bags and sealed/tied at the ends.
xvi)	Free wheels and chains	To be wrapped in 400 G LDPE or equivalent bag and sealed. May also be packed in cartons, if required by the dealers.
xvii)	Rim tapes	No wrapping is generally required.
xviii)	Small components	Reflectors and steel balls to be wrapped in kraft paper and polyethylene bags, respectively. Components like draw bolts, chain adjusters, cotter pins, etc, are to be first packed in <i>MARKIN</i> cloth bags and finally sent in hessian bags.
xix)	Accessories	Accessories like, bells, dynamo-lights, locks, etc, shall be wrapped in 200 G LDPE bags or equivalent and then individually packed in paperboard carton.

### EXPLANATORY NOTE

For inland transport, the bicycle components and spare parts are generally sent loose in trucks and it has to be ensured that the product reaches its destination without any damage. The main function of wrapping bicycle components and spare parts is to protect them from atmospheric and transportation hazards.

Recommendations for packaging of bicycles ( in knocked down conditions ) for export are already covered in IS : 8715-1978 'Code of practice for packaging of bicycles for export'.